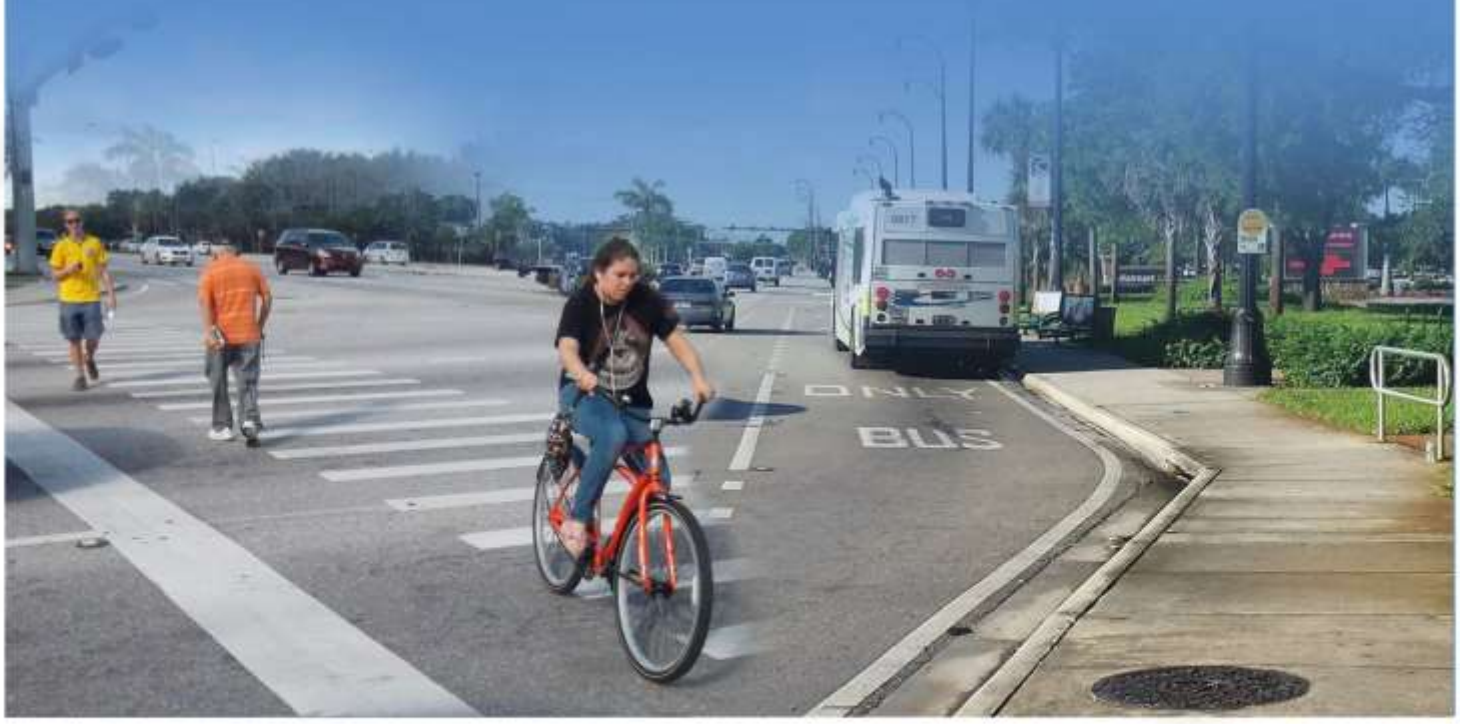
SR 7 Multimodal Improvements Corridor Study

TECHNICAL APPENDIX G: PROJECT PRIORITIZATION

REVISED FINAL



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Christopher Ryan, Public Information Officer/Title VI Coordinator at
(954) 876-0036 or ryanc@browardmpo.org

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INTRODUCTION

Chapter 5 documents the prioritized list of network connectivity projects included in the implementation plan developed for this study. This technical appendix provides more detail regarding the application of the different prioritization criteria.

PRIORITIZATION PROCESS

As documented in Chapter 5, the network connectivity projects were prioritized through a point-based system to determine the relative priority of each project based on the following factors:

- Traffic characteristics and quality of existing multimodal facilities
- Demand potential
- Completion of a critical network link
- Anticipated safety benefits
- Relationship to Environmental Justice Target Areas
- Presence of sufficient right-of-way (ROW)
- Impacts to existing infrastructure
- Required community input and stakeholder coordination

These factors, criteria and weights are summarized in Table 1.

Table 1: Network Connectivity Project Prioritization Factors, Criteria, and Weights

Index	Prioritization Factor		Criteria	Points	Max
A	**Traffic Characteristics and Quality of Existing Multimodal Facilities:** Projects along higher-volume, higher-speed roadways are more essential than projects along lower-speed, lower-volume roadways where it is less dangerous to walk or ride a bicycle along the roadside. Projects to provide sidewalks, marked bicycle lanes, or multi-use trails along or across roadways with no pedestrian or bicycle facilities are, all else being equal, prioritized above projects to enhance roadways with partial facilities (e.g., wide outside lanes for cyclists or sidewalks along one side of the street).	Roadway	Arterial street	5	50
			High-volume collector (>8,000 ADT)	3	
			Lower-volume collector (<8,000 ADT)	2	
			Local street	1	
B		Pedestrian	No sidewalks or substantially incomplete	5	
			Contiguous sidewalk on one side only	3	
			Trail/multiuse pathway	2	
			Complete sidewalks on both sides of the road	0	
C		Bicycle	No bicycle facilities	5	
			Un-marked shoulder	3	
			Trail/multiuse pathway	1	
			Bicycle lanes	0	
D	**Demand Potential:** Projects in higher-density areas that provide access to Mobility Hubs or higher-frequency transit routes are more likely to provide a safety, congestion management, and/or livability benefit than projects that serve lower-density areas and do not connect to transit.	Transit	Mobility Hub	5	25
			Premium Transit Corridor	3	
			Local/community bus route	1	
			No transit service nearby	0	
E		Density	High (> 40 persons + jobs / acre)	5	
			Medium (31—40 persons + jobs / acre)	3	
			Low (11—30 persons + jobs / acre)	2	
			Very Low (≤ 10 persons + jobs / acre	1	
F	**Critical Link:** Projects that provide for multimodal connectivity or address congestion issues where alternative routes are not available are a higher priority than enhancements that complement adequate existing routes.		Crosses limited access highway or water body or direct connection to transit stop	5	5
			Neighborhood connectivity	3	
			None—facility complemented by other routes	0	
G	**Safety Benefit:** Projects that directly address a documented traffic crash issue are a higher priority than projects that implement safety best practices or are not relevant to improving safety for all road users		Addresses documented crash issue	5	5
			Safety best practice—arterial street	3	
			Safety best practice—collector street	1	

Index	Prioritization Factor	Criteria	Points	Max
H	**Environmental Justice (EJ):** Projects that serve disadvantaged populations are prioritized above projects where environmental justice populations are not as prevalent.	High percent disadvantaged population (>20%)	5	5
		Medium percent disadvantaged population (5—20%)	3	
		Percent disadvantaged population (< 5%)	0	
I	**Sufficient Right-of-Way (ROW):** Projects with sufficient right-of-way are prioritized higher as they will have less cost impacts and time delays than projects with insufficient or gaps in right-of-way.	Sufficient right-of-way to construct project	5	5
		Minor modifications to project design or further review needed to address minor gaps in existing right-of-way	3	
		More significant evaluation likely needed to address right-of-way issues (but not considered a 'fatal flaw')	1	
J	**Impacts to Existing Infrastructure:** Projects that will not impact existing infrastructure (drainage, utilities, driveways, trees, etc.) are prioritized higher as they will have less cost impacts and time delays than projects where infrastructure conflicts must be addressed.	No identified infrastructure conflicts	5	5
		Minor infrastructure conflicts identified	3	
		More considerable infrastructure conflicts identified (but not considered a 'fatal flaw')	1	
K	**Community Input and Stakeholder Coordination:** Projects that do not require community input or stakeholder coordination outside of the typical project development process are prioritized higher as they are likely to have less cost impacts and time delays than projects where additional community input must be collected and addressed.	Minor levels of community input and additional stakeholder coordination may be needed to advance project	5	5
		Moderate levels of community outreach and stakeholder coordination is anticipated	3	
		More significant community outreach and stakeholder coordination is anticipated to address such issues as access management, design preference, infrastructure impact mitigation, etc.)	1	

For each project recommendation, points were assigned to each prioritization criteria to determine the relative priority of each project based on the factors, criteria and weights previously summarized in Table 1.

The total (105 maximum) points for each project are calculated using the following formula:

[A x (B + C)] + [D x E] + [F + G] + [H+ I +J +K]

or

[Traffic Characteristics x (Existing Pedestrian + Existing Bicycle)]

+

[Transit Service x Population & Employment Density]

+

[Critical Link + Safety Benefit + Environmental Justice]

+

[Sufficient ROW + Infrastructure Impacts + Community Input/Stakeholder Coordination]

PRIORITIZATION APPLICATION

Table 2 documents the application of prioritization criteria A-H, while Table 3 documents the application of prioritization criteria I-K. Table 4 documents the calculation of the total points assigned to each project and the ranking of each project based on the total points awarded.

Table 2: Network Connectivity Project Prioritization Application (Criteria A-H)

Project #	City	Project Description	Project Length (miles)	On Street (From/To)	Prioritization Criteria (Notes/Score)																	
					A – Roadway		B - Pedestrian		C - Bicycle		D - Transit Demand		E - Density		F - Critical Link		G - Safety Benefit		H – Environmental Justice	
1	Hollywood	Widen pavement and reduce lane widths (if possible) to provide bicycle lanes	1.50	Taft St (from SR 7 to N 40th Ave)	Collector High Volume (>8,000 ADT)	3	Both Sides	0	None	5	Premium Transit Corridor	3	Low (11-30)	2	Neighborhood Connectivity	3	Safety Best Practice Collector	5	Medium (10%-30%)	3
2	West Park, Miramar	Provide shared lane arrows and bicycle lanes	1.70	SW 25th St (from SW 62nd Ave to SW 40th Ave)	Local Street	1	None/ Substantially Incomplete	5	None	5	Premium Transit Corridor	3	Low (11-30)	2	Limited Access/Water Crossing	5	Addresses Crash Issue	5	Medium (10%-30%)	3
3	West Park, Pembroke Park	Widen pavement and reduce lane widths (if possible) to provide bicycle lanes	2.15	Countyline Rd (from SW 68th Ln to SW 48th Ave)	Arterial	5	Both Sides	0	None	5	Premium Transit Corridor	3	Low (11-30)	2	Limited Access/Water Crossing	5	Addresses Crash Issue	5	Medium (10%-30%)	3
4	Dania Beach, Hollywood	Reconstruct median and modify lane markings to for bicycle keyholes	0.20	Griffin Rd (from SR 7 to SW 44th Ave	Removed from prioritization process due to finding of insufficient right-of-way to construct project.															
5	Davie	Construct a path along the center median of SR 7 between Oakes Rd and the New River Greenway	0.90	SR 7 (from Oakes Rd/SW 36th St to New River Greenway Trail)	Arterial	5	None/ Substantially Incomplete	5	None	5	Premium Transit Corridor	3	Very Low (<10)	1	Neighborhood Connectivity	3	Addresses Crash Issue	5	Medium (10%-30%)	3
6	Lauderdale Lakes	Provide mid-block crossing at the C-13 Greenway Canal Trail	< 0.10	SR 7 at the C-13 Greenway	Removed from prioritization process since project is already programmed for funding (included as #7 in Chapter 4, Table 4-2).															
7	Fort Lauderdale, North Lauderdale	Eliminate 3rd eastbound lane to NW 38th Ave and widen pavement from NW 38th to NW 31st to provide bicycle lanes	1.00	W Prospect Rd (from SR 7 to NW 31st Ave)	Local Street	1	None/ Substantially Incomplete	5	None	5	Premium Transit Corridor	3	Low (11-30)	2	Limited Access/Water Crossing	5	Addresses Crash Issue	5	Medium (10%-30%)	3
8	Lauderhill	Widen pavement and reduce lane widths (if possible) to provide bicycle lanes	0.55	NW 16th St (from NW 47th Ave to SR 7)	Local Street	1	Both Sides	0	None	5	Premium Transit Corridor	3	Low (11-30)	2	Limited Access/Water Crossing	5	Addresses Crash Issue	5	High (>30%)	5
9	Lauderhill	Widen pavement and reduce lane widths (if possible) to provide bicycle lanes	0.60	NW 19th St (from NW 47th Ave to SR 7)	Collector High Volume (>8,000 ADT)	3	Both Sides	0	None	5	Premium Transit Corridor	3	Low (11-30)	2	Neighborhood Connectivity	3	Safety Best Practice Collector	5	High (>30%)	5

Project #	City	Project Description	Project Length (miles)	On Street (From/To)	Prioritization Criteria (Notes/Score)																			
					A - Roadway		B - Pedestrian		C - Bicycle		D - Transit Demand		E - Density		F - Critical Link		G - Safety Benefit		H – Environmental Justice	
10	Lauderhill, Lauderdale Lakes	Widen pavement and reduce lane widths (if possible) to provide bicycle lanes	0.87	NW 26th St (from NW 49th Ave to SR 7)	Collector High Volume (>8,000 ADT)	3	Both Sides	0	None	5	Premium Transit Corridor	3	Low (11-30)	2	Limited Access/Water Crossing	5	Addresses Crash Issue	5	High (>30%)	5
11	Lauderhill, Plantation	Continue trail to NW 31st Ave and enhance SR 7 crossing	1.10	Sunrise Blvd Canal (from SR 7 to SW 31st Ave)	Arterial	5	Both Sides	0	Bicycle Lanes	0	Premium Transit Corridor	3	Low (11-30)	2	Limited Access/Water Crossing	5	Safety Best Practice Arterial	3	High (>30%)	5
12	Margate	Provide 12' sidewalks	1.60	SR 7 (from Seton Dr to NW 31st St)	Arterial	5	Both Sides	0	None	5	Premium Transit Corridor	3	Low (11-30)	2	Limited Access/Water Crossing	5	Addresses Crash Issue	5	Medium (10%-30%)	3
13	Margate	Provide protected bicycle lane with landscaped buffer	0.40	SR 7 (from Merrill Rd to Seton Dr)	Arterial	5	Both Sides	0	None	5	Premium Transit Corridor	3	Low (11-30)	2	Limited Access/Water Crossing	5	Addresses Crash Issue	5	Medium (10%-30%)	3
14	Margate, Coconut Creek	Widen pavement and reduce lane widths (if possible) to provide bicycle lanes	1.00	Copans Rd (from SR 7 to Lyons Rd)	Arterial	5	Both Sides	0	None	5	Premium Transit Corridor	3	Low (11-30)	2	Limited Access/Water Crossing	5	Addresses Crash Issue	5	Medium (10%-30%)	3
15	Margate	Widen pavement to provide bicycle lanes	0.40	Coconut Creek Pkwy (from SR 7 to Banks Rd)	Removed from prioritization process as subsequent field review identified existing bicycle lanes within this section.															
16	North Lauderdale	Use a road diet to provide bicycle lanes; potential roundabout at SW 64th	2.10	Kimberly Blvd (from SW 81st Ave to SR 7)	Collector High Volume (>8,000 ADT)	3	Both Sides	0	None	5	Premium Transit Corridor	3	Low (11-30)	2	Limited Access/Water Crossing	5	Addresses Crash Issue	5	Medium (10%-30%)	3
17	Margate	Widen pavement for bicycle lanes or shared lane arrows and widen sidewalks	0.75	SW 11th St (from SR 7 to SW 49th Ter)	Local Street	1	Both Sides	0	None	5	Premium Transit Corridor	3	Very Low (<10)	1	Neighborhood Connectivity	3	Addresses Crash Issue	5	Medium (10%-30%)	3
18	Fort Lauderdale, North Lauderdale	Widen pavement to provide bicycle lanes	1.00	W Prospect Rd (from SR 7 to NW 31st Ave)	Removed from prioritization process as this project is a duplicate to Project #7.															
19	Margate	Add a mid-block crossing with pedestrian hybrid beacon for multi-use trail and widen sidewalks	0.10	SR 7 at Cypress Creek Greenway/C-14 Canal	Arterial	5	None/ Substantially Incomplete	5	None	5	Premium Transit Corridor	3	Very Low (<10)	1	Limited Access/Water Crossing	5	Safety Best Practice Arterial	3	High (>30%)	5
20	Davie	Construct sidewalk on east side of SR 7, sidewalk exists on west	0.65	SR 7 (from SW 45th St to Oakes Rd/SW 36th St)	Arterial	5	One Side Only	3	Bicycle Lanes	0	Premium Transit Corridor	3	Very Low (<10)	1	Limited Access/Water Crossing	5	Addresses Crash Issue	5	Medium (10%-30%)	3

Project #	City	Project Description	Project Length (miles)	On Street (From/To)	Prioritization Criteria (Notes/Score)																	
					A - Roadway		B - Pedestrian		C - Bicycle		D - Transit Demand		E - Density		F - Critical Link		G - Safety Benefit		H – Environmental Justice	
21	Davie	Construct wide sidewalk along north side of road	0.45	SW 45th St (from the Turnpike to SR 7)	Local Street	1	None/ Substantially Incomplete	5	None	5	Premium Transit Corridor	3	Low (11-30)	2	Neighborhood Connectivity	3	None	0	Medium (10%-30%)	3
22	Miramar	Complete gaps to provide sidewalk on north side of road	0.50	SW 25th St (from SW 64th Ave to SR 7)	Local Street	1	None/ Substantially Incomplete	5	None	5	Local/ Community Bus	1	Low (11-30)	2	Limited Access/Water Crossing	5	None	0	High (>30%)	5
23	West Park	Delineate sidewalk from paved parking along north side of road	0.13	Hallandale Beach Blvd (from Edmund Rd to SW 58th Ave)	Arterial	5	One Side Only	3	Bicycle Lanes	0	Premium Transit Corridor	3	Low (11-30)	2	Limited Access/Water Crossing	5	Safety Best Practice Arterial	3	High (>30%)	5
24	Miramar	Complete sidewalk along north side of road	0.25	SW 33rd St (from SW 62nd Ave to SR 7)	Local Street	1	None/ Substantially Incomplete	5	None	5	Premium Transit Corridor	3	Low (11-30)	2	Neighborhood Connectivity	3	Addresses Crash Issue	5	High (>30%)	5
25	Fort Lauderdale, North Lauderdale	Complete sidewalk along south side of road	0.25	W Prospect Rd (from SR 7 to NW 36th Ave)	Collector High Volume (>8,000 ADT)	3	None/ Substantially Incomplete	5	None	5	Premium Transit Corridor	3	Very Low (<10)	1	Neighborhood Connectivity	3	Addresses Crash Issue	5	High (>30%)	5
26	Plantation	Provide mid-block pedestrian hybrid beacon, median modifications, and bus stop relocation	0.10	SR 7 (north of Broward Boulevard)	Arterial	5	Both Sides	0	None	5	Premium Transit Corridor	3	Low (11-30)	2	Limited Access/Water Crossing	5	Safety best practice arterial	3	High (>30%)	5
26A	North Lauderdale	Sidewalk on north side connects to SR 7 via Blvd of Champions	0.11	W McNab Rd (from SW 66th Ave to SR 7)	Removed from prioritization process as there is insufficient right-of-way to construct this project and construction would result in significant impacts to existing utilities and driveway access points.															
27	Fort Lauderdale, North Lauderdale, Broward County	Sidewalk on south side; connects to SR 7 via ramp sidewalk	0.70	W McNab Rd/NW 62nd St (from NW 35th Ave to SR 7)	Removed from prioritization process as subsequent field review identified an existing concrete sidewalk as recommended.															

Table 3: Network Connectivity Project Prioritization Application (Criteria I-K)

Project Reference	City	Project Description	Project Length (miles)	On Street (From/To)	Prioritization Criteria (Notes/Score)					
					I - ROW		J - Infrastructure Impacts		K - Community & Stakeholder Input	
1	Hollywood	Widen pavement and reduce lane widths (if possible) to provide bicycle lanes	1.50	Taft St (from SR 7 to N 40th Ave)	Existing right-of-way appears sufficient to build bicycle lanes except for the approach to N 56th Avenue. Might need to consider alternative transitions at this location.	3	If widening towards the outside, the addition of bicycle lanes will impact existing landscape (mature trees) on the shoulder of the existing road. Addition of bicycle lanes will reduce the existing drainage storage area which will need to be mitigated by the design team.	3	Coordination with South Florida Water Management District (SFWMD) will most likely be required for drainage permitting purposes. Public outreach will be necessary as the addition of bicycle lanes will impact many private driveways within the proposed project limits.	3
2	West Park, Miramar	Provide shared lane arrows and bicycle lanes	1.70	SW 25th St (from SW 62nd Ave to SW 40th Ave)	Existing right-of-way appears sufficient to build bicycle lanes.	5		5		5
3	West Park, Pembroke Park	Widen pavement and reduce lane widths (if possible) to provide bicycle lanes	2.15	Countyline Rd (from SW 68th Ln to SW 48th Ave)	Existing right-of-way appears sufficient to build bicycle lanes except for the approach to NW 13th Ct. Might need to consider alternative transitions at this location. Additionally, there are a few areas where the design team might need to combine lane width reduction and widening to achieve the desired typical section.	5	Addition of bicycle lanes will reduce the existing drainage storage area which will need to be mitigated by the design team.	3	Project may require coordination with FDOT District 6 as it appeared that they have significant jurisdiction over Countyline Road as per Broward County Property Appraisers maps. Coordination with SFWMD will most likely be required for drainage permitting purposes. Public outreach will be necessary as the addition of bicycle lanes will impact many private driveways east of SR 7.	3
4	Dania Beach, Hollywood	Reconstruct median and modify lane markings to for bicycle keyholes	0.20	Griffin Rd (from SR 7 to SW 44th Ave	Removed from prioritization process due to finding of insufficient right-of-way to construct project.					
5	Davie	Construct a path along the center median of SR 7 between Oakes Rd and the New River Greenway	0.90	SR 7 (from Oakes Rd/SW 36th St to New River Greenway Trail)		3	Mechanically Stabilized Earth (MSE) walls likely needed.	1	Significant FDOT coordination required to design path in median.	1
6	Lauderdale Lakes	Provide mid-block crossing at the C-13 Greenway Canal Trail	< 0.10	SR 7 at the C-13 Greenway	Removed from prioritization process since project is already programmed for funding (included as #7 in Chapter 4, Table 4-2).					

Project #	City	Project Description	Project Length (miles)	On Street (From/To)	Prioritization Criteria (Notes/Score)					
					I - ROW		J - Infrastructure Impacts		K - Community & Stakeholder Input	
7	Fort Lauderdale, North Lauderdale	Eliminate 3rd eastbound lane to NW 38th Ave and widen pavement from NW 38th to NW 31st to provide bicycle lanes	1.00	W Prospect Rd (from SR 7 to NW 31st Ave)	Existing right-of-way appears limited near SR 7.	1	Addition of bicycle lanes will reduce the existing drainage storage area which will need to be mitigated by the design team. Special consideration should be given to the east-bound thru and exclusive right-turn lanes, as the addition of bicycle lanes will eliminate the majority, if not all, of the existing drainage storage at this location. Utility relocation of existing poles will most likely be required.	1	Coordination with SFWMD will most likely be required for drainage permitting purposes.	3
8	Lauderhill	Widen pavement and reduce lane widths (if possible) to provide bicycle lanes	0.55	NW 16th St (from NW 47th Ave to SR 7)	Existing right-of-way appears sufficient to build bicycle lanes.	5	If widening towards the outside, addition of bicycle lanes will reduce the existing drainage storage area which will need to be mitigated by the design team. If widening to the outside existing parking, backing into NW 16thStreet, between NW 43 Ter and NW 43 Ave will be impacted. If widening towards the outside, the addition of bicycle lanes will impact existing landscape (mature trees) on the shoulder of the existing road. Widening to the outside to fit the bicycle lane will affect three (3) bus stop pads by reducing their area and might necessitate the removal of the existing benches due to horizontal clearance issues. If widening to the inside, it is possible that a design variation would be needed for median width and/or horizontal clearance to existing trees.	3	Coordination with SFWMD will most likely be required for drainage permitting purposes. Public outreach will be necessary as the addition of bicycle lanes will impact many private driveways within the proposed project limits.	3

Project #	City	Project Description	Project Length (miles)	On Street (From/To)	Prioritization Criteria (Notes/Score)					
					I - ROW		J - Infrastructure Impacts		K - Community & Stakeholder Input	
9	Lauderhill	Widen pavement and reduce lane widths (if possible) to provide bicycle lanes	0.60	NW 19th St (from NW 47th Ave to SR 7)	Existing right-of-way appears sufficient to build bicycle lanes except for a notable pinch point at the intersection of SR 7.	5	Widening for bicycle lanes will require the modification of two box culverts within the project limits. This will require coordination and permitting from SFWMD. If widening towards the outside, addition of bicycle lanes will reduce the existing drainage storage area which will need to be mitigated by the design team. If widening towards the outside, it is likely that existing utility poles will be impacted. If widening towards the outside, the addition of bicycle lanes will impact existing landscape (mature trees) on the shoulder of the existing road. If widening to the inside, it is possible that a design variation would be needed for median width and/or horizontal clearance to existing trees.	3	Coordination with SFWMD will most likely be required for drainage permitting purposes. Public outreach will be necessary as the addition of bicycle lanes will impact many private driveways within the proposed project limits.	3
10	Lauderhill, Lauderdale Lakes	Widen pavement and reduce lane widths (if possible) to provide bicycle lanes	0.87	NW 26th St (from NW 49th Ave to SR 7)	Existing right-of-way appears sufficient to build bicycle lanes except for a pinch point at the approach to SR 7. Might need to consider alternative transitions at this location.	3	Addition of bicycle lanes will reduce the existing drainage storage area which will need to be mitigated by the design team. It is likely that existing utility poles will be impacted, particularly those located near the intersection of SR 7.	3	Coordination with SFWMD will most likely be required for drainage permitting purposes. Public outreach will be necessary as the addition of bicycle lanes will impact many private driveways within the proposed project limits.	3
11	Lauderhill, Plantation	Continue trail to NW 31st Ave and enhance SR 7 crossing	1.10	Sunrise Blvd Canal (from SR 7 to SW 31st Ave)	The available land to construct a trail is owned by SFWMD. This project is contingent on coordination with SFWMD to obtain the needed easement to construct the C-14 trail.	3	Directed trail crossing, such as a midblock signal, might not be possible due to the proximity of the existing signalized intersection of Sunrise Blvd.	3	This project is contingent on obtaining the necessary environmental permits and public support. Public outreach will be necessary as the continuation of the trail will be within close proximity of many private backyards.	3
12	Margate	Provide 12' sidewalks	1.60	SR 7 (from Seton Dr to NW 31st St)		5		5		5
13	Margate	Provide protected bicycle lane with landscaped buffer	0.40	SR 7 (from Merrill Rd to Seton Dr)		5		5		5

Project #	City	Project Description	Project Length (miles)	On Street (From/To)	Prioritization Criteria (Notes/Score)					
					I - ROW		J - Infrastructure Impacts		K - Community & Stakeholder Input	
14	Margate, Coconut Creek	Widen pavement and reduce lane widths (if possible) to provide bicycle lanes	1.00	Copans Rd (from SR 7 to Lyons Rd)	Existing right-of-way appears sufficient to build bicycle lanes except for a pinch point at the approach to Lyons Road. Might need to consider alternative transitions at this location. Additional right-of-way restrictions may be encountered along the north side of Copans Road between Hammocks Blvd and Lyons Road. Might need to widen to the inside in this area and or reduce the lane width, which will may trigger the need to obtain a design exception.	3	Widening to accommodate bicycle lanes will impact the existing bus stop shelter at the SE corner of Copans Road and SR 7. Addition of bicycle lanes will reduce the existing drainage storage area which will need to be mitigated by the design team. Widening could impact the location of mast arms at the intersection of Banks Road and/or affect the minimum allowed deflection angles of the intersection.	3	Coordination with SFWMD will most likely be required for drainage permitting purposes.	3
15	Margate	Widen pavement to provide bicycle lanes	0.40	Coconut Creek Pkwy (from SR 7 to Banks Rd)	Removed from prioritization process as subsequent field review identified existing bicycle lanes within this section.					
16	North Lauderdale	Use a road diet to provide bicycle lanes; potential roundabout at SW 64th	2.10	Kimberly Blvd (from SW 81st Ave to SR 7)		5		5		5
17	Margate	Widen pavement for bicycle lanes or shared lane arrows and widen sidewalks	0.75	SW 11th St (from SR 7 to SW 49th Ter)	Existing right-of-way appears sufficient to build bicycle lanes or provide shared use arrows and widen the sidewalk, except for a pinch point at the intersection of SR 7. Might need to consider an alternative transition at this location.	3	Addition of bicycle lanes will impact the existing concrete curb and gutter as well as the existing drainage structures which will need to be relocated. A number of existing trees will be impacted by widening the road to construct bicycle lanes. Widening of sidewalks might be restricted at points where power poles are located unless they are relocated. It is possible that many mature trees along the south side of the road will be impacted by the proposed widening.	3	Coordination with SFWMD will most likely be required for drainage permitting purposes. Public outreach will be necessary as the addition of bicycle lanes will impact may private driveways within the proposed project limits.	3
18	Fort Lauderdale, North Lauderdale	Widen pavement to provide bicycle lanes	1.00	W Prospect Rd (from SR 7 to NW 31st Ave)	Removed from prioritization process as this project is a duplicate to Project #7.					
19	Margate	Add a mid-block crossing with pedestrian hybrid beacon for multi-use trail and wide sidewalks	0.10	SR 7 at Cypress Creek Greenway/C-14 Canal		5	Potential traffic impacts will need to be evaluated.	3		5

Project #	City	Project Description	Project Length (miles)	On Street (From/To)	Prioritization Criteria (Notes/Score)					
					I - ROW		J - Infrastructure Impacts		K - Community & Stakeholder Input	
20	Davie	Construct sidewalk on east side of SR 7, sidewalk exists on west side of road	0.65	SR 7 (from SW 45th St to Oakes Rd/SW 36th St)	Existing right-of-way appears sufficient to build a sidewalk on the east side of the road.	5	Addition of a concrete sidewalk will reduce the existing drainage storage area which will need to be mitigated by the design team. Location of proposed sidewalk may trigger the need for installation of curb and gutter at some locations which in turn will impact the existing drainage system. Design team will need to mitigate impacts. A number of existing trees will be impacted by the construction of the proposed sidewalk.	3	Coordination with SFWMD will most likely be required for drainage permitting purposes.	3
21	Davie	Construct wide sidewalk along north side of road	0.45	SW 45th St (from the Turnpike to SR 7)	Existing right-of-way does not appear available to construct a continuous sidewalk for the entire project limits as property owned by Griffin Commerce Center (4701 SW 45 St) is adjacent to the existing edge of pavement. Assume right-of-way easement will be provided.	1		5	Coordination with property owner required.	3
22	Miramar	Complete gaps to provide sidewalk on north side of road	0.50	SW 25th St (from SW 64th Ave to SR 7)	Existing right-of-way appears sufficient to build a sidewalk on the north side of the road.	5	Addition of a concrete sidewalk will reduce the existing drainage storage area, which will need to be mitigated by the design team.	3	Coordination with SFWMD will most likely be required for drainage permitting purposes. Public outreach will be necessary as the addition of concrete sidewalk will impact may private driveways within the proposed project limits.	3
23	West Park	Delineate sidewalk from paved parking along north side of road	0.13	Hallandale Beach Blvd (from Edmund Rd to SW 58th Ave)		5		5		5
24	Miramar	Complete sidewalk along north side of road	0.25	SW 33rd St (from SW 62nd Ave to SR 7)	Existing right-of-way appears sufficient to build a sidewalk on the north side of the road.	5	Addition of a concrete sidewalk will reduce the existing drainage storage area; will need to be mitigated by the design team.	3	Coordination with SFWMD will most likely be required for drainage permitting purposes.	3
25	Fort Lauderdale, North Lauderdale	Complete sidewalk along south side of road	0.25	W Prospect Rd (from SR 7 to NW 36th Ave)	Existing right-of-way appears sufficient to build a sidewalk on the south side of the road except for the area next to the exclusive turn lane into NW 36th Ave. If sidewalk connection is desired, the design team could consider the elimination of the turn lane.	3	Turn lane elimination might require a traffic study to determine the impacts to traffic on Prospect Rd. Addition of a concrete sidewalk will reduce the existing drainage storage area, which will need to be mitigated by the design team. Several utility poles will be impacted by the proposed sidewalk and will need to be relocated.	3	Coordination with SFWMD will most likely be required for drainage permitting purposes.	3

Project #	City	Project Description	Project Length (miles)	On Street (From/To)	Prioritization Criteria (Notes/Score)					
					I - ROW		J - Infrastructure Impacts		K - Community & Stakeholder Input	
26	Plantation	Provide mid-block crosswalk with pedestrian hybrid beacon, median modifications, and bus stop relocation	0.10	SR 7 (north of Broward Boulevard)		5	Potential traffic impacts will need to be evaluated.	3		5
26A	North Lauderdale	Sidewalk on north side connects to SR 7 via Blvd of Champions	0.11	W McNab Rd (from SW 66th Ave to SR 7)	Removed from prioritization process as there is insufficient right-of-way to construct this project and construction would result in significant impacts to existing utilities and driveway access points.					
27	Fort Lauderdale, North Lauderdale, Broward County	Sidewalk on south side; connects to SR 7 via ramp sidewalk	0.70	W McNab Rd/NW 62nd St (from NW 35th Ave to SR 7)	Removed from prioritization process as subsequent field review identified an existing concrete sidewalk as recommended.					

Table 4: Network Connectivity Project Prioritization Scoring

Project #	City	Project Description	Project Length (miles)	On Street (From/To)	Project Scoring (Formula Output/Total Score by Category)									
					Traffic Characteristics (A-C)		Demand Potential (D-E)		Critical Link + Safety+ EJ (F-H)		Evaluation Outputs (I-K)		Total Score	Project Rank - Composite
1	Hollywood	Widen pavement and reduce lane widths (if possible) to provide bicycle lanes	1.50	Taft St (from SR 7 to N 40th Ave)	3 x (0 + 5) =	15	3 x 2 =	6	3 + 5 + 3 =	11	3 + 3 + 3 =	9	**41**	**15**
2	West Park, Miramar	Provide shared lane arrows and bicycle lanes	1.70	SW 25th St (from SW 62nd Ave to SW 40th Ave)	1 x (5 + 5) =	10	3 x 2 =	6	5 + 5 + 3 =	13	5 + 5 + 5 =	15	**44**	**13**
3	West Park, Pembroke Park	Widen pavement and reduce lane widths (if possible) to provide bicycle lanes	2.15	Countyline Rd (from SW 68th Ln to SW 48th Ave)	5 x (0 + 5) =	25	3 x 2 =	6	5 +5+3 =	13	5 + 3 + 3 =	11	**55**	**6**
5	Davie	Construct a path along the center median of SR-7 between Oakes Rd and the New River Greenway	0.90	SR 7 (from Oakes Rd/SW 36th St to New River Greenway Trail)	5 x (5 + 5) =	50	3 x 1 =	3	3 +5 + 3 =	11	3 + 1 + 1 =	5	**69**	**2**
7	Fort Lauderdale, North Lauderdale	Eliminate 3rd eastbound lane to NW 38th Ave and widen pavement from NW 38th to NW 31st to provide bicycle lanes	1.00	W Prospect Rd (from SR 7 to NW 31st Ave)	1 x (5 + 5) =	10	3 x 2 =	6	5 + 5 + 3 =	13	1 + 1 + 3 =	5	**34**	**18**
8	Lauderhill	Widen pavement and reduce lane widths (if possible) to provide bicycle lanes	0.55	NW 16th St (from NW 47th Ave to SR 7)	1 x (0 + 5) =	5	3 x 2 =	6	5 + 5 + 5 =	15	5 + 3 + 3 =	11	**37**	**17**
9	Lauderhill	Widen pavement and reduce lane widths (if possible) to provide bicycle lanes	0.60	NW 19th St (from NW 47th Ave to SR 7)	3 x (0 + 5) =	15	3 x 2 =	6	3 + 5 +5 =	13	5 + 3 + 3 =	11	**45**	**11**
10	Lauderhill, Lauderdale Lakes	Widen pavement and reduce lane widths (if possible) to provide bicycle lanes	0.87	NW 26th St (from NW 49th Ave to SR 7)	3 x (0 + 5) =	15	3 x 2 =	6	5 + 5 + 5 =	15	3 + 3 + 3 =	9	**45**	**11**
11	Lauderhill, Plantation	Continue trail to NW 31st Ave and enhance SR 7 crossing	1.10	Sunrise Blvd Canal (from SR 7 to SW 31st Ave)	5 x (0 + 0) =	0	3 x 2 =	6	5 + 3 + 5 =	13	3 + 3 + 3 =	9	**28**	**21**
12	Margate	Provide 12' sidewalks	1.60	SR 7 (from Seton Dr to NW 31st St)	5 x (0 + 5) =	25	3 x 2 =	6	5 + 5 + 3 =	13	5 + 5 + 5 =	15	**59**	**3**
13	Margate	Provide protected bicycle lane with landscaped buffer	0.40	SR 7 (from Merrill Rd to Seton Dr)	5 x (0 + 5) =	25	3 x 2 =	6	5 + 5 + 3 =	13	5 + 5 + 5 =	15	**59**	**3**

Project #	City	Project Description	Project Length (miles)	On Street (From/To)	Project Scoring (Formula Output/Total Score by Category)									
					Traffic Characteristics (A-C)		Demand Potential (D-E)		Critical Link + Safety+ EJ (F-H)		Evaluation Outputs (I-K)		Total Score	Project Rank - Composite
14	Margate, Coconut Creek	Widen pavement and reduce lane widths (if possible) to provide bicycle lanes	1.00	Copans Rd (from SR 7 to Lyons Rd)	5 x (0 + 5) =	25	3 x 2 =	6	5 + 5 + 3 =	13	3 + 3 + 3 =	9	**53**	**8**
16	North Lauderdale	Use a road diet to provide bicycle lanes; potential roundabout at SW 64th	2.10	Kimberly Blvd (from SW 81st Ave to SR 7)	3 x (0 + 5) =	15	3 x 2 =	6	5 + 5 + 3 =	13	5 + 5 + 5 =	15	**49**	**9**
17	Margate	Widen pavement for bicycle lanes or shared lane arrows and widen sidewalks	0.75	SW 11th St (from SR 7 to SW 49th Ter)	1 x (0 + 5) =	5	3 x 1 =	3	3 + 5 +3 =	11	3 + 3 +3 =	9	**28**	**21**
19	Margate	Add a id-block crossing with pedestrian hybrid beacon for multi-use trail and wide sidewalks	0.10	SR 7 at Cypress Creek Greenway/C-14 Canal	5 x (5 + 5) =	50	3 x 1 =	3	5 + 3 +5 =	13	5 + 3 +5 =	13	**79**	**1**
20	Davie	Construct sidewalk on east side of SR 7, sidewalk exists on west side of road	0.65	SR 7 (from SW 45th St to Oakes Rd/SW 36th St)	5 x (3 + 0) =	15	3 x 1 =	3	5 + 5 +3 =	13	5 + 3 +3 =	11	**42**	**14**
21	Davie	Construct wide sidewalk along north side of road	0.45	SW 45th St (from the Turnpike to SR 7)	1 x (5 + 5) =	10	3 x 2 =	6	3 + 0 + 3 =	6	1 + 5 + 3 =	9	**31**	**20**
22	Miramar	Complete gaps to provide sidewalk on north side of road	0.50	SW 25th St (from SW 64th Ave to SR 7)	1 x (5 + 5) =	10	1 x 2 =	2	5 + 0 + 5 =	10	5 + 3 + 3 =	11	**33**	**19**
23	West Park	Delineate sidewalk from paved parking along north side of road	0.13	Hallandale Beach Blvd (from Edmund Rd to SW 58th Ave)	5 x (3 + 0) =	15	3 x 2 =	6	5 + 3 + 5 =	13	5 + 5 + 5 =	15	**49**	**9**
24	Miramar	Complete sidewalk along north side of road	0.25	SW 33rd St (from SW 62nd Ave to SR 7)	1 x (5 + 5) =	10	3 x 2 =	6	3+5+5 =	13	5 + 3 + 3 =	11	**40**	**16**
25	Fort Lauderdale, North Lauderdale	Complete sidewalk along south side of road	0.25	W Prospect Rd (from SR 7 to NW 36th Ave)	3 x (5 + 5) =	30	3 x 1 =	3	3+5+5 =	13	3 + 3 + 3 =	9	**55**	**6**
26	Plantation	Provide mid-block pedestrian hybrid beacon, median modifications, and bus stop relocation	0.10	SR 7 (north of Broward Boulevard)	5 x (0 + 5) =	25	3 x 2 =	6	5+3+5 =	13	5 + 3 + 5 =	13	**57**	**5**